

UNITED NATIONS DEVELOPMENT PROGRAMME



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DP/PROJECTS/7260

ENGLISH

APPROVAL OF UNDP ASSISTANCE TO A PROJECT OF URUGUAY

IPF: (1992-96) \$4 728 000

(URU/92/017) - Support to the Modernization
of the Judicial Power

Date of approval by the AC: ^{1/}	25 March 1992
Expected duration:	36 months
Proposed executing agency:	Government
Government implementing agency:	Supreme Court of Justice (SCJ)
Proposed UNDP contribution:	\$ 300 000 Source of funds: IPF
Government cost sharing:	\$ 550 000
Third-party cost sharing:	\$ 360 000 Source of funds: USAID
Total UNDP budget:	\$1 210 000

Project background

The Reform and Modernization of the State has been one of the main concerns in the development strategies of both the past and present Government's Administrations of Uruguay. As such, it has been identified as one of the Uruguayan priority areas of concentration for UNDP's co-operation during the Fifth Cycle.

The subregional integration process in the MERCOSUR offers the possibility of revising the long-term economic stagnation of the country and constitutes the major challenge for the near future. In this connection, it is recognized that important transformations need to be undertaken in different aspects of the national life. In the Justice Sector, the country requires expedite judicial procedures which would facilitate possible investment opportunities, as well as an efficient functioning of the judiciary and tribunals to enable rapid and low-cost solution to legal problems.

During the past two years, the judiciary has been introducing several innovative features which are proving to be very successful, such as, among others the initiation of oral judgement in several judicatures; the creation of 150 new posts of judges and attorneys to accelerate procedures, and the creation of the "Centro de Estudios Judiciales" (CEJU), the latter assisted by the project (URU/90/009) Strengthening of the Judicial System in Uruguay.

The present project, which contemplates different aspects of modernization within the

^{1/} This Fact Sheet reflects the status of the project/revision at the time it was approved by the Action Committee; modifications to the project/revision may have occurred subsequently.

Judicial System, has been formulated under the Preparatory Assistance project "Support to the Informatization of the Judicial System" for which UNDP assistance was requested by the Government.

Description of project

The long-term objective of the project is to improve socio-economic conditions through the modernization of the Judicial System. The processes of economic opening and integration in the context of MERCOSUR call for efficient judicial procedures more than ever before.

The immediate objectives of the project are to: (a) reduce the administrative workload of the Supreme Court of Justice in order to enable the ministers to devote more time to their technical tasks; (b) strengthen the Planning and Budget Office of the Judicial Power; (c) implement a System of Judicial Statistics; (d) introduce informatic systems in the Judiciary, Tribunals, Supreme Court of Justice and the Forensic Institute; and (e) analyze and study the possibility of introducing non-formal procedures or alternative ways of solving minor conflicts.

Inputs

UNDP will provide the international project manager (36 man-months); three short-term international consultants in tribunal administration, international systems of justice administration, and alternative ways of solving conflicts, as well as an evaluation mission; national consultants for judicial statistics, techniques on resolution of conflicts, public organization and administration, a research assistant, two O&M analysts in jurisprudence, a programme or system analyst in informatics development, juridic databases; a subcontract with a national or international firm to develop the National System of Statistics of the Judicial Power; study tours to get acquainted with Justice Administration Institutions in the USA and other Latin American countries, in-service training in the use of informatics techniques and training courses; equipment; and miscellaneous costs.

Financial data

	\$
Personnel	705 800
Subcontract	70 000
Training	37 400
Equipment	373 800
Miscellaneous	23 000
Total	<u>1 210 000</u>

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ENGLISH

APPROVAL OF UNDP ASSISTANCE TO A PROJECT OF CAMBODIA

IPF:(1987-91) \$ 81 629 000

(CMB/92/007) - Emergency Road Rehabilitation

Date of approval by the AC: ^{1/}	25 March 1992
Expected duration:	One year
Proposed executing agency:	UNDP/OPS
Government implementing agency:	UN Transitional Authority for Cambodia (UNTAC); Supreme National Council of Cambodia (SNC) through the provincial Public Works Department
Proposed UNDP contribution:	\$5 000 000
Total UNDP budget:	\$5 000 000
	Source of funds: IPF

Project background

The road network as indeed all other physical infrastructure in Cambodia has seriously deteriorated over the past 16 years. The 1990 UNDP Infrastructure Survey reported that more than 50 per cent of the primary road network requires urgent repair. During the 1970s, a significant number of the country's 4100 bridges were either damaged or destroyed. Many of the country's highway engineers and technicians either died during this period or left the country. Since 1979, the Road and Bridges Department of the Ministry of Transportation, Communications and Posts, which is responsible for the development and maintenance of national roads, has undertaken to rehabilitate both road pavements and bridges in spite of a critical lack of both human and capital resources. It is reported that at present most of the roads in Cambodia cannot withstand increased loads or traffic.

The 1992 UNDP Rural Integration Strategy (RIS) mission added that the condition of the country's roads and bridges had deteriorated even further since the 1990 survey and that the condition of Routes 5 and 6, integral to the repatriation of Thai-border camp refugees, were in particularly bad shape. The UNHCR repatriation plan focuses on bringing refugees back mainly to the northwestern provinces. The first group of refugees to be repatriated will move into Cambodia by end March, and the rest of the total 370,000 will be repatriated in groups over the span of one year. The movement of refugees and the implementation of reintegration assistance programmes will place much greater demands on the road network of the northwest than it can presently withstand. The main artery for the transport of refugees, at least in the first stages of repatriation, will be Route 5.

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Approximately 3,100 kms of secondary roads and the 2,800 kms of tertiary roads in the northwest are in a state of advanced deterioration, some of which are all but unusable during the present dry season and will be impassable during the upcoming rainy season. Not all access roads required for the resettlement of the returnee population can be safely restored at this stage because of the presence of land mines and insecurity which also affect the proposed resettlement sites. The provincial Public Works Departments (PWDs) are responsible for the maintenance of secondary roads. The little equipment that they have is under-utilized due to the shortage of spare parts and fuel. The Government of Sweden has pledged 30 million kronors (\$5 million) to UNDP for the immediate rehabilitation of infrastructure.

Description of project

The immediate objective of the project is to meet the urgency of rehabilitating Route 5 and secondary access roads for imminent repatriation. Project activities will include: (a) transporting refugees from the Thai border camps to resettlement sites; (b) surveying the road from Battambang to the Pursat/Kompong Chhang provincial border and developing a workplan for rehabilitation; (c) conducting a survey of the rehabilitation needs of essential secondary access roads in Pursat province; (d) providing on-the-job training for local cadres at all levels; and (e) purchasing additional equipment and spare parts.

Inputs

UNDP will provide international and national personnel, including three to four site engineers and local work brigades; and equipment including some heavy equipment (reconditioned bulldozers and rolling equipment, pick-up trucks, bridge building equipment, spare parts, fuel, lubricants, laterite and gravel.

Financial data

		(US\$)
Equipment		5 000 000
<u>National Route 5</u>		
Sisophon to Battambang	400 000	
Battambang to Pursat/Kompong Chhang	1 000 000	
<u>Secondary Access Roads</u>		
Equipment Contingency Funds	1 000 000	
Pursat Province	1 100 000	
Battambang Province	1 500 000	
Total		<u>5 000 000</u>

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